

GILA RIVER INDIAN COMMUNITY
RIGHT-OF-ENTRY LIST
SOUTH MOUNTAIN FREEWAY EIS & DCR
PROJECT VIDEO

Personnel

Amy Edwards
John Godec
Theresa Gunn
Janet Nearhood
Jim Kent
Diana Cleland

Year, Make, Model and License Plate of Vehicles

2000	Land Rover Discovery	452-FWT
1999	Dodge Durango	060-DVP
1998	Honda CRV	430-FZD
1999	Chevy Suburban	728-DTP



December 16, 2003

Terry Leija
Maricopa County Board of Supervisor
301 W. Jefferson
10th Floor
Phoenix, AZ 85003-2148

Re: South Mountain Freeway Public Meeting

Dear Terry:

During the October 2, 2003 South Mountain Freeway Public Meeting sponsored by the Arizona Department of Transportation at Tolleson High School, Supervisor Wilcox read and provided the attached statement. At the request of Bob Woodring at the Maricopa County Department of Transportation and Floyd Roehrich at the Arizona Department of Transportation, we are providing this statement to you.

If you have any questions regarding this matter or the project in general, please do not hesitate to contact me at 602-522-7755.

Sincerely,

HDR ENGINEERING, INC.

Amy Edwards, PE

cc: Bob Woodring, MCDOT
Floyd Roehrich, ADOT

HDR Engineering, Inc.

3200 East Camelback Road
Suite 350
Phoenix, AZ 85018-2311

Phone: (602) 522-7700
Fax: (602) 522-7707
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Maricopa County
Board of Supervisors

Mary Rose Garrido Wilcox
District Five
301 W. Jefferson, 10th Floor
Phoenix, Arizona 85003-2148
Phone: 602.506.7092
Fax: 602.506.6524
TDD: 602.506.2000
mrwilcox@mail.maricopa.gov

ADOT
SOUTH MOUNTAIN FREEWAY
TOLLESON HIGH SCHOOL
October 2, 2003

My name is Mary Rose Wilcox. I represent District Five as a member of the Maricopa County Board of Supervisors. I am here tonight to comment on the South Mountain Corridor Study.

I support Alternative 1, which follows the GRIC boundary until halfway between 59th and 63rd Avenues.

In 1986, as a former Phoenix City Council member, I was instrumental in forming a multi-jurisdictional committee that developed the Estrella Comprehensive General Plan. This committee included the cities of Phoenix, Tolleson, Avondale, Maricopa County, private landowners and many other interested parties. After much discussion and planning, the Estrella General Plan was adopted by the Phoenix City Council in 1988, adopted in 1992 by the Maricopa County Board of Supervisors and also adopted by all participating jurisdictions.

I am submitting a copy of the Estrella Comprehensive General Plan, which plans for the Alternative 1 alignment. For almost 20 years, the westside has been making planning decisions based on the premise of the Alternate 1 alignment. I understand that planning must be flexible but major consideration must be given to what has been adopted already. This general plan has been the basis of so much development. For instance, the City of Tolleson has developed industrial parks based upon alternative 1 and mostly importantly, if the other alternatives are recommended, it would devastate the city's commercial tax base by rendering the city's primary commercial corridor useless.

I understand the City of Phoenix is supportive of the 59th Avenue alignment due to the land use development that has occurred in this area.

Changing the original alignment would be detrimental to the major development that has occurred in the cities of Tolleson, Avondale and Phoenix.

I look forward to continuing to work with ADOT as the process of public hearings and planning continues. Thank you.



ONE COMPANY | *Many Solutions* SM

December 31, 2003

United States Army Corps of Engineers
L.A. District, Regulatory Branch
Attn: Ms. Dana Owsiany
3636 North Central Ave., Suite 900
Phoenix, AZ 85012

RE: South Mountain Transportation Corridor Project:
Jurisdictional Waters (Wetland Assessment)

Dear Ms. Owsiany:

Thank you for your time in reviewing the field investigation photographs of the potential wetland area (subject area) located at 83rd Avenue in the Salt River Channel. The subject area is located where three freeway alignments are being considered.

The subject area appeared to be a former gravel pit with wetland features on aerial photographs. Due to the wetland potential of this area, a field investigation of the area was conducted on December 4, 2003. During the field investigation, three soil pits were excavated using a shovel then photographed. In addition, several photographs were taken of the area to show vegetation types, standing water, and general site features. These photographs were given to you for review during our meeting on December 16, 2003. On December 17, 2003 you called to inform us of the results of your internal meeting with Ron Fowler and Robert Dumar. Your review of the site photographs yielded the opinion that the subject area is not a wetland, but the source of water must be confirmed.

HDR appreciates your review and your guidance with this issue. We will provide new information as the Clean Water Act (CWA) permitting process moves forward associated with the project. We will continue to coordinate with you to discuss issues and findings associated with jurisdictional waters.

Sincerely,

HDR ENGINEERING, INC.

Scott Mars, REM

c: Amy Edwards, HDR
Project File

HDR Engineering, Inc.

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Phoenix, Arizona 85018

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Many Solutions SM

Memo

To: Councilman Stanton and City of Phoenix Staff	
From: Amy Edwards	Project: South Mountain Freeway EIS & L/DCR
CC: Project File	
Date: January 10, 2005	Job No: 00173-525-044

RE: Potential Interchange Locations on Pecos Road Alternative

The HDR team is proceeding with detailed study of the Pecos Road alternative. As part of the process, we need to clearly identify the locations of potential interchanges along this route. In the original 1988 alternative, the interchange locations along Pecos Road were:

- 40th Street
- 24th Street
- 7th Street
- 7th Avenue
- 19th Avenue

As part of our study, we have evaluated where it is geometrically possible to construct interchanges given the development that has occurred within the area since the 1988 study. Our analysis has shown potential interchange locations along Pecos Road at (see attached figure):

- 40th Street
- 32nd Street
- 24th Street
- Desert Foothills Parkway
- 17th Avenue
- 25th Avenue

The differences in the lists are as follows:

- **32nd Street** - The current study shows this as a potential interchange location. This location has been included as it connects to the existing arterial system, is geometrically possible to construct and would serve the arterial street mobility need.
- **Desert Foothills Parkway** - The current study shows this as a potential interchange location. This location has been included as it connects to the existing arterial system, is geometrically possible to construct and would serve the arterial street mobility need.
- **7th Street** - The current study does not show this as a potential interchange location. This location was not included as it does not connect with the existing arterial system.
- **7th Avenue** - The current study does not show this as a potential interchange location. This location was not included as it does not connect with the existing arterial system.
- **17th Avenue** - The current study shows this as a potential interchange location. This location has been included as it connects to the existing arterial system, is geometrically possible to construct and would serve the arterial street mobility need.

HDR Engineering, Inc.

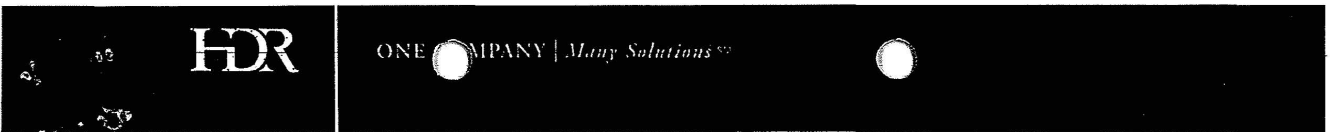
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Page 1 of 2

- **19th Avenue** - The current study does not show this as a potential interchange location. This location was not included as it does not connect with the existing arterial system.
- **25th Avenue** - The current study shows this as a potential interchange location. This location has been included as it connects to the existing arterial system, is geometrically possible to construct and would serve the arterial street mobility need.

At this time, these are only potential locations. We are soliciting input from the City of Phoenix regarding your views on each of these locations and if there are others that should be considered.



January 17, 2005

Dr. Todd Bostwick
City Archaeologist
Pueblo Grande Museum
4619 East Washington Street
Phoenix, AZ 85034

Dr. Bostwick,

As requested here is a summary of the South Mountain Environmental Impact Statement project to date. Gila River Indian Community's Cultural Resource Management Program (GRIC-CRMP) is working on the project as subconsultant to HDR. The GRIC-CRMP was tasked with conducting a Class I overview of the study area and a Class III survey of alternative alignments. Attached is a summary of GRIC-CRMP's work to date. A few other key dates with regard to coordination with the City of Phoenix are as follows:

- July 9, 2001 - HDR received notice to proceed from ADOT/FHWA.
- August 8, 2003 - ADOT initiated Section 106 consultations with the City of Phoenix, provided a draft Class I report for review, and requested concurrence that a Programmatic Agreement be developed.
- September 8, 2003 - HDR sent fieldwork notification letter to City of Phoenix (the letter was sent to City Hall, not Pueblo Grande).
- September 17, 2003 - City of Phoenix sent ADOT a response letter concurring that a PA should be developed.
- December 9, 2003 - ADOT sent draft Pragmatic Agreement to the City of Phoenix for review.
- December 17, 2003 - City of Phoenix sent ADOT a response letter concurring with the adequacy of the draft Programmatic Agreement.

Clearly, there was a breakdown in communication between our team and your office. HDR fully understands the importance of coordinating with your office and our responsibility as consultants to adhere to the *City of Phoenix Guidelines for Archaeology*, including the Archaeological Fieldwork Protocol section (page 29) which details proper coordination procedures. Please be assured that HDR is fully committed to the proper and ethical management of cultural resources in Phoenix, Arizona, and beyond. To ensure this situation does not happen again, HDR will

HDR Engineering, Inc.	3200 E. Camelback Road Suite 350 Phoenix, AZ 85018	Phone: (602) 522-7700 Fax: (602) 522-7707 www.hdrinc.com
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require our subconsultants to provide written documentation that they have contacted your office prior to the commencement of a cultural resources project in Phoenix.

Currently, GRIC-CRMP is revising the draft Class III survey report per HDR's comments. The revised draft will be completed by early February and submitted to ADOT for their internal review. Assuming ADOT will have some comments, the GRIC-CRMP will provide a second revision, and the draft Class III report should be ready for distribution to the consulting parties (including your office) around mid-March.

If you have any further questions, would like additional information, or would like to meet to review some of the initial results, please do not hesitate to call me at (602) 522-4318.

Sincerely,
HDR Engineering, Inc.

Mark Brodbeck
Mark Brodbeck, Coordinator
Cultural Resources Section

cc Jon Shoemaker, ADOT HPT
Amy Edwards, HDR PM
Andy Darling, GRIC-CRMP

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*Agency Letters and Communication Received
After Close of Comment Period of the Draft
Environmental Impact Statement*



U.S. Department
of Transportation
Federal Highway
Administration

RECEIVED
PHOENIX DISTRICT OFFICE

2013 JUL -5 PM 1:58

BUREAU OF LAND MANAGEMENT
PHOENIX, AZ

ARIZONA DIVISION

July 2, 2013

4000 North Central Avenue
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Phoenix, Arizona 85012-3500
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<http://www.fhwa.dot.gov/azdiv/index.htm>

In Reply Refer To:
NH-202-D(ADY)
HOP-AZ

NH-202-D(ADY)
TRACS No. 202L MA 054 H5764 01L
South Mountain Freeway (Loop 202)
Request for Rio Salado Oeste status concurrence

Mr. Jim Andersen, Realty Specialist
Bureau of Land Management
21605 West 4th Avenue
Phoenix, Arizona 85027

Dear Mr. Andersen:

This letter summarizes the current information the South Mountain Freeway study team has compiled regarding the Rio Salado Oeste (RSO) project as it relates to the W59 Alternative of the South Mountain Freeway (Loop 202), Interstate 10 (Papago Freeway) to Interstate 10 (Maricopa Freeway), Draft Environmental Impact Statement and Section 4(f) Evaluation. It should be noted that most of the coordination between the Bureau of Land Management (BLM), City of Phoenix, and the U.S. Army Corps of Engineers (USACE) regarding RSO was in relation to the W55 Alternative. In 2009, the W55 Alternative was shifted to 59th Avenue and was renamed the W59 Alternative. The location of the Salt River/RSO crossing has not changed.

The W59 Alternative would cross the Salt River through the eastern half of a 192-acre BLM parcel. The City of Phoenix has a lease on this parcel under provisions of the Recreation and Public Purposes Act (Lease A-31292). The leased land would be included in the proposed RSO project, which is cosponsored by USACE. Although the lease does not include a reference to the proposed freeway, BLM and the City of Phoenix, in an August 2005 letter, indicated they would work together to amend the lease to show the proposed freeway passing through the parcel if the W55 Alternative was identified as the selected alternative in the environmental impact statement (EIS) and Record of Decision.

In July 2010, the City of Phoenix and USACE completed the *Rio Salado Oeste Conceptual Design Documentation Report*. This report incorporates the location of the proposed South Mountain Freeway as it passes through RSO (see enclosure). According to USACE, the RSO project lacks funding to proceed. As a result, the proposed construction of the South Mountain Freeway in this area would precede RSO. Although traffic noise could affect some species, any wildlife that would inhabit the area after habitat improvements would experience the freeway as



an existing condition and become habituated to traffic noise. The City of Phoenix and USACE view the South Mountain Freeway crossing as an opportunity to use stormwater runoff from the proposed freeway to “irrigate” the river habitat. The study team will continue to consult with BLM, USACE, and the City of Phoenix to coordinate design efforts to minimize impacts on the proposed uses of this land.

If this summary is accurate and reflects the most currently available information, please sign the concurrence line below. If you or others in your organization have additional information, please provide it to the Federal Highway Administration by July 14, 2013, so that it can be incorporated into the Final EIS. If you have any questions, please contact Rebecca Yedlin, FHWA Environmental Coordinator, at (620) 382-8979 or Rebecca.Yedlin@dot.gov.

Thank you for your time and assistance.

Sincerely,

Rayhu

Karla S. Petty
Division Administrator

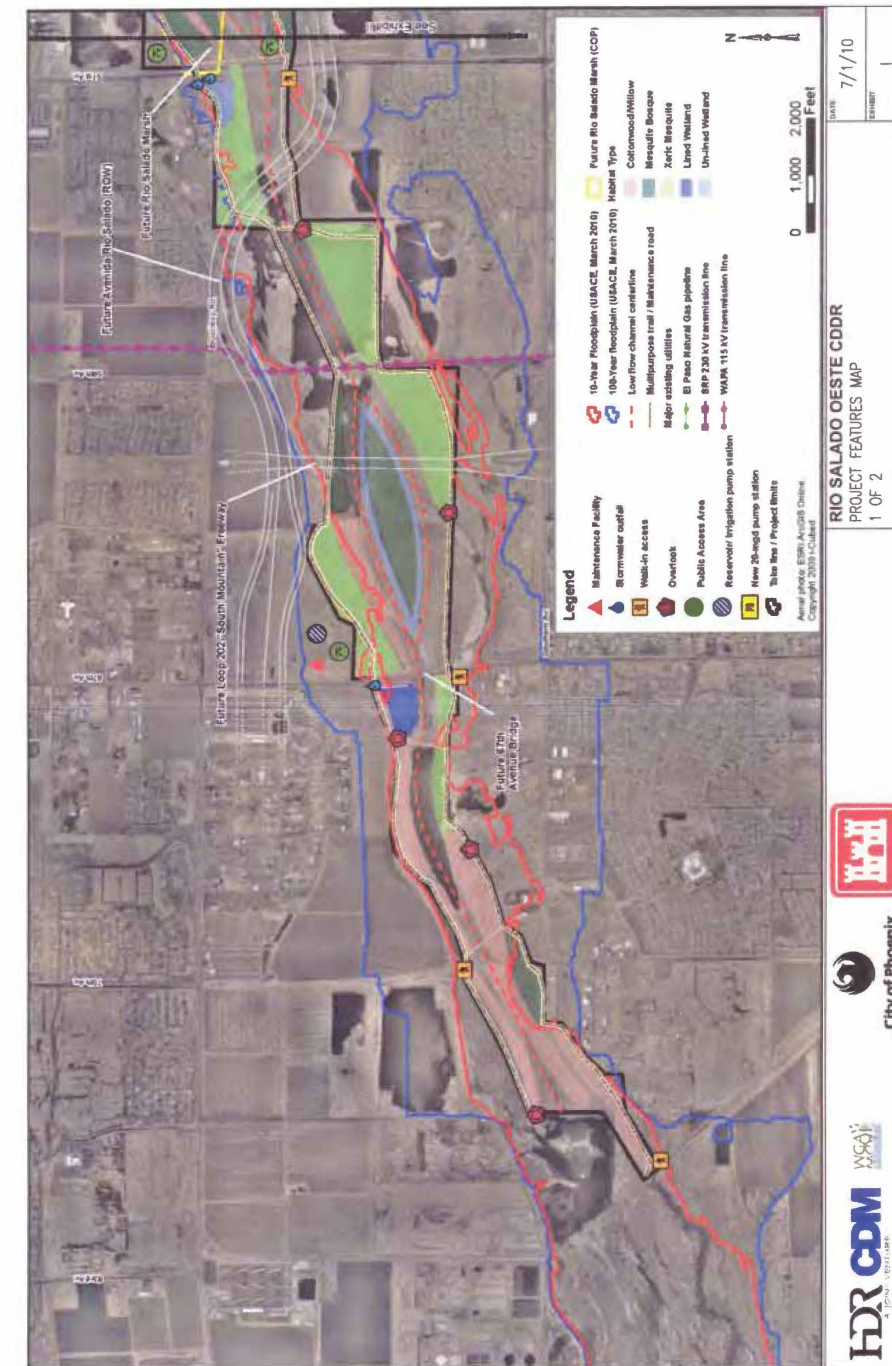
Reddick Zito (B.L.M. Wildlife)
Signature for Bureau of Land Management Concurrence
NH-202-D(ADY)

07/09/2013
Date

Enclosure

cc:

Karen Williams, City of Phoenix, 200 West Washington Street, 12th Floor, Phoenix, AZ 85003
 Brian Kenny, U.S. Army Corps of Engineers, 3636 North Central Avenue, Phoenix, AZ 85012
 Ben Spargo, HDR Engineering, Inc. , 3200 E. Camelback Rd., Suite 350, Phoenix, AZ 85018
 Scott Stapp, HDR Engineering, Inc. , 3200 E. Camelback Rd., Suite 350, Phoenix, AZ 85018





U.S. Department
of Transportation
**Federal Highway
Administration**

ARIZONA DIVISION

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July 2, 2013

In Reply Refer To:
NH-202-D(ADY)
HOP-AZ

NH-202-D(ADY)
TRACS No. 202L MA 054 H5764 01L
South Mountain Freeway (Loop 202)
Request for Rio Salado Oeste status concurrence

Ms. Karen Williams, Rio Salado Coordinator
City of Phoenix
200 West Washington Street, 12th Floor
Phoenix, Arizona 85003

Dear Ms. Williams:

This letter summarizes the current information the South Mountain Freeway study team has compiled regarding the Rio Salado Oeste (RSO) project as it relates to the W59 Alternative of the *South Mountain Freeway (Loop 202), Interstate 10 (Papago Freeway) to Interstate 10 (Maricopa Freeway), Draft Environmental Impact Statement and Section 4(f) Evaluation*. It should be noted that most of the coordination between the Bureau of Land Management (BLM), City of Phoenix, and the U.S. Army Corps of Engineers (USACE) regarding RSO was in relation to the W55 Alternative. In 2009, the W55 Alternative was shifted to 59th Avenue and was renamed the W59 Alternative. The location of the Salt River/RSO crossing has not changed.

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In July 2010, the City of Phoenix and USACE completed the *Rio Salado Oeste Conceptual Design Documentation Report*. This report incorporates the location of the proposed South Mountain Freeway as it passes through RSO (see enclosure). According to USACE, the RSO project lacks funding to proceed. As a result, the proposed construction of the South Mountain Freeway in this area would precede RSO. Although traffic noise could affect some species, any wildlife that would inhabit the area after habitat improvements would experience the freeway as


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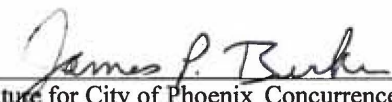
an existing condition and become habituated to traffic noise. The City of Phoenix and USACE view the South Mountain Freeway crossing as an opportunity to use stormwater runoff from the proposed freeway to "irrigate" the river habitat. The study team will continue to consult with BLM, USACE, and the City of Phoenix to coordinate design efforts to minimize impacts on the proposed uses of this land.

If this summary is accurate and reflects the most currently available information, please sign the concurrence line below. If you or others in your organization have additional information, please provide it to the Federal Highway Administration by July 14, 2013, so that it can be incorporated into the Final EIS. If you have any questions, please contact Rebecca Yedlin, FHWA Environmental Coordinator, at (620) 382-8979 or Rebecca.Yedlin@dot.gov.

Thank you for your time and assistance.

Sincerely,


for
Karla S. Petty
Division Administrator

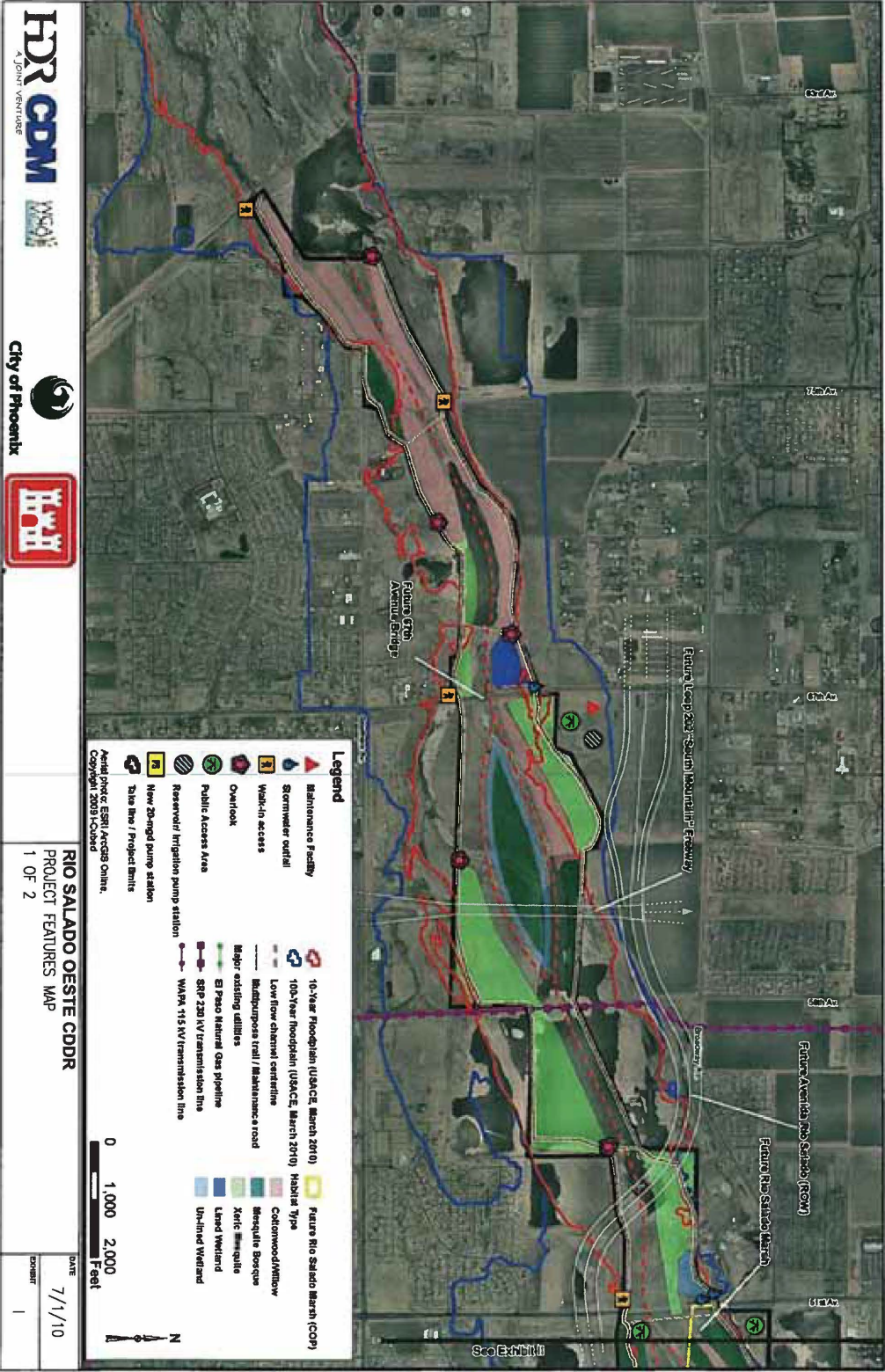

Signature for City of Phoenix Concurrence
NH-202-D(ADY)

8/8/13
Date

Enclosure

cc:

Jim Andersen, Bureau of Land Management, 21605 West 4th Avenue, Phoenix, AZ 85027
Brian Kenny, U.S. Army Corps of Engineers, 3636 North Central Avenue, Phoenix, AZ 85012
Ben Spargo, HDR Engineering, Inc., 3200 E. Camelback Rd., Suite 350, Phoenix, AZ 85018
Scott Stapp, HDR Engineering, Inc., 3200 E. Camelback Rd., Suite 350, Phoenix, AZ 85018



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July 8, 2013

In Reply Refer To:
NH-202-D(ADY)
HOP-AZ

NH-202-D(ADY)
TRACS No. 202L MA 054 H5764 01L
South Mountain Freeway (Loop 202)
Request for Rio Salado Oeste status concurrence

Mr. Brian Kenny, Rio Salado Project Manager
U.S. Army Corps of Engineers
3636 North Central Avenue
Phoenix, Arizona 85012

Dear Mr. Kenny:

The study team is updating information within the *South Mountain Freeway (Loop 202), Interstate 10 (Papago Freeway) to Interstate 10 (Maricopa Freeway), Draft Environmental Impact Statement and Section 4(f) Evaluation (Draft EIS)* for the production of the Final EIS for the project. Although the team has had informal telephone communications with you regarding the status of the Rio Salado Oeste (RSO) project, the Federal Highway Administration (FHWA) wishes to formally document the status within the Final EIS.

This letter summarizes the current information the team has compiled regarding the RSO project as it relates to the W59 Alternative of the South Mountain Freeway. It should be noted that much of the prior coordination between the Bureau of Land Management (BLM), City of Phoenix, and the U.S. Army Corps of Engineers (USACE) regarding RSO was in relation to the W55 Alternative. In 2009, the W55 Alternative was shifted to 59th Avenue and was renamed the W59 Alternative. The location of the Salt River/RSO crossing has not changed.

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In July 2010, the City of Phoenix and USACE completed the *Rio Salado Oeste Conceptual Design Documentation Report*. This report incorporates the location of the proposed South Mountain Freeway as it passes through RSO (see enclosure). According to USACE, the RSO project lacks funding to proceed. As a result, the proposed construction of the South Mountain Freeway in this area would precede RSO. Although traffic noise could affect some species, any wildlife that would inhabit the area after habitat improvements would experience the freeway as an existing condition and become habituated to traffic noise. The City of Phoenix and USACE view the South Mountain Freeway crossing as an opportunity to use stormwater runoff from the proposed freeway to “irrigate” the river habitat. The study team will continue to consult with BLM, USACE, and the City of Phoenix to coordinate design efforts to minimize impacts on the proposed uses of this land.

If this summary is accurate and reflects the most currently available information, please sign the concurrence line below. If you or others in your organization have additional information, please provide it to FHWA by July 29, 2013, so that it can be incorporated into the Final EIS. If you have any questions, please contact Rebecca Yedlin, FHWA Environmental Coordinator, at (620) 382-8979 or Rebecca.Yedlin@dot.gov.

Thank you for your time and assistance.

Sincerely,

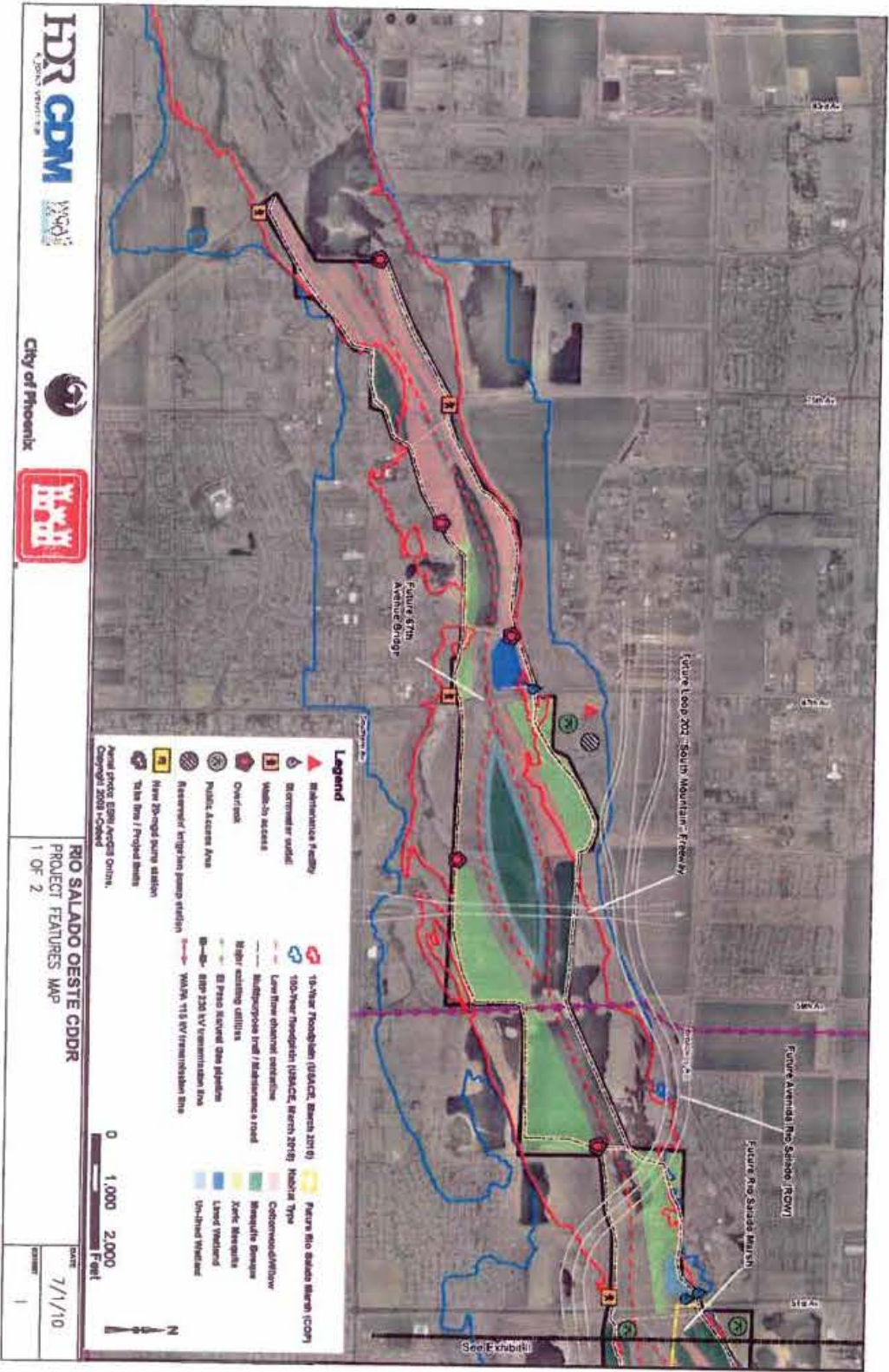
Karla S. Petty
for
Karla S. Petty
Division Administrator

Brian W. Kenney
Signature for USACE Concurrence
NH-202-D(ADY)

24 October 2013
Date

Enclosure

cc:
Jim Andersen, Bureau of Land Management, 21605 West 4th Avenue, Phoenix, AZ 85027
Karen Williams, City of Phoenix, 200 West Washington Street, 12th Floor, Phoenix, AZ 85003
Ben Spargo, HDR Engineering, Inc., 3200 E. Camelback Rd., Suite 350, Phoenix, AZ 85018
Scott Stapp, HDR Engineering, Inc., 3200 E. Camelback Rd., Suite 350, Phoenix, AZ 85018





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August 15, 2013

In Reply Refer To:
NH-202-D(ADY)
HOP-AZ

NH-202-D(ADY)
TRACS No. 202L MA 054 H5764 01L
South Mountain Freeway (Loop 202)
Receipt of Comments on the South Mountain DEIS

Ms. Patricia Sanderson Port, Regional Environmental Officer
United States Department of the Interior
Office of the Secretary
Pacific Southwest Region
333 Bush Street, Suite 515
San Francisco, California 94104

RE: Comments on the Draft Environmental Impact Statement for the South Mountain Freeway (Loop 202), I-10 (Papago Freeway) to I-10 (Maricopa Freeway), TRACS No. 202L MA 054 H5764 01L, Federal Project No. NH-202-D(ADY)

Dear Ms. Port:

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) have received your July 24, 2013, comments on the South Mountain (Loop 202), I-10 (Papago Freeway) to I-10 (Maricopa Freeway) Draft Environmental Impact Statement (DEIS).

With the closing of the DEIS public comment period on July 24, 2013, we will now begin addressing the comments received. As required by the National Environmental Policy Act (NEPA), all comments on the DEIS will be carefully considered and responses to these comments will undergo a rigorous preparation, review, and vetting process through ADOT and FHWA as we advance the project through the NEPA process. We anticipate completion of this effort in 2014. Based on our current schedule, after publication of the Final Environmental Impact Statement (FEIS), the document will be subject to a 60-day public review. A Record of Decision on the proposed project would follow.

We appreciate the involvement of the United States Department of the Interior on this project and look forward to continuing our partnership with the Department.

Sincerely,
Karla S. Petty

Karla S. Petty
Division Administrator

cc:
Rebecca Yedlin, Chaun Hill (EM02), Ralph Ellis (EM02), Ben Spargo, HDR Engineering, Inc. 3200 E. Camelback Rd., Suite 350, Phoenix, AZ 85018



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August 15, 2013

In Reply Refer To:
NH-202-D(ADY)
HOP-AZ

NH-202-D(ADY)
TRACS No. 202L MA 054 H5764 01L
South Mountain Freeway (Loop 202)
Receipt of Comments on the South Mountain DEIS

Mr. Jared Blumenfeld
United States Environmental Protection Agency
Office of the Regional Administration, Region IX
75 Hawthorne Street
San Francisco, California 94105-3901

RE: Comments on the Draft Environmental Impact Statement for the South Mountain Freeway (Loop 202), I-10 (Papago Freeway) to I-10 (Maricopa Freeway), TRACS No. 202L MA 054 H5764 01L, Federal Project No. NH-202-D(ADY)

Dear Mr. Blumenfeld:

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) have received your June 20, 2013, comments on the South Mountain (Loop 202), I-10 (Papago Freeway) to I-10 (Maricopa Freeway) Draft Environmental Impact Statement (DEIS).

With the closing of the DEIS public comment period on July 24, 2013, we will now begin addressing the comments received. As required by the National Environmental Policy Act (NEPA), all comments on the DEIS will be carefully considered and responses to these comments will undergo a rigorous preparation, review, and vetting process through ADOT and FHWA, as we advance the project through the NEPA process. We anticipate completion of this effort in 2014. Based on our current schedule, after publication of the Final Environmental Impact Statement (FEIS), the document will be subject to a 60-day public review. A Record of Decision on the proposed project would follow.

We appreciate the involvement of the United States Environmental Protection Agency Region IX Office on this project and look forward to continuing our partnership with the Agency.

Sincerely,
Karla S. Petty

Karla S. Petty
Division Administrator

cc:
Rebecca Yedlin, Chaun Hill (EM02), Ralph Ellis (EM02), Ben Spargo, HDR Engineering, Inc. 3200 E. Camelback Rd., Suite 350, Phoenix, AZ 85018



ARIZONA DIVISION

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August 15, 2013

In Reply Refer To:
NH-202-D(ADY)
HOP-AZ

NH-202-D(ADY)
TRACS No. 202L MA 054 H5764 01L
South Mountain Freeway (Loop 202)
Receipt of Comments on the South Mountain DEIS

Mr. Gregory Mendoza, Governor
Gila River Indian Community
P.O. Box 97
Sacaton, Arizona 85147

RE: Comments on the Draft Environmental Impact Statement for the South Mountain Freeway (Loop 202), I-10 (Papago Freeway) to I-10 (Maricopa Freeway),
TRACS No. 202L MA 054 H5764 01L, Federal Project No. NH-202-D(ADY)

Dear Governor Mendoza:

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) have received your July 11, 2013, comments on the South Mountain (Loop 202), I-10 (Papago Freeway) to I-10 (Maricopa Freeway) Draft Environmental Impact Statement (DEIS).

With the closing of the DEIS public comment period on July 24, 2013, we will now begin addressing the comments received. As required by the National Environmental Policy Act (NEPA), all comments on the DEIS will be carefully considered and responses to these comments will undergo a rigorous preparation, review, and vetting process through ADOT and FHWA as we advance the project through the NEPA process. We anticipate completion of this effort in 2014. Based on our current schedule, after publication of the Final Environmental Impact Statement (FEIS), the document will be subject to a 60-day public review. A Record of Decision on the proposed project would follow.

We appreciate the involvement of the Gila River Indian Community on this project and look forward to continuing our partnership with the Community.

Sincerely,
Karla S. Petty

Karla S. Petty
Division Administrator

cc:
Rebecca Yedlin, Chaun Hill (EM02), Ralph Ellis (EM02), Ben Spargo, HDR Engineering, Inc. 3200 E. Camelback Rd., Suite 350, Phoenix, AZ 85018



ARIZONA DIVISION

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Suite 1500
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Phone: (602) 379-3646
Fax: (602) 382-8998
<http://www.fhwa.dot.gov/azdiv/index.htm>

August 15, 2013

In Reply Refer To:
NH-202-D(ADY)
HOP-AZ

NH-202-D(ADY)
TRACS No. 202L MA 054 H5764 01L
South Mountain Freeway (Loop 202)
Receipt of Comments on the South Mountain DEIS

Ms. Diane Enos, President
Salt River Pima-Maricopa Indian Community
10005 East Osborn Road
Scottsdale, Arizona 85256-9722

RE: Comments on the Draft Environmental Impact Statement for the South Mountain Freeway (Loop 202), I-10 (Papago Freeway) to I-10 (Maricopa Freeway),
TRACS No. 202L MA 054 H5764 01L, Federal Project No. NH-202-D(ADY)

Dear President Enos:

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) have received your June 12, 2013, comments on the South Mountain (Loop 202), I-10 (Papago Freeway) to I-10 (Maricopa Freeway) Draft Environmental Impact Statement (DEIS).

With the closing of the DEIS public comment period on July 24, 2013, we will now begin addressing the comments received. As required by the National Environmental Policy Act (NEPA), all comments on the DEIS will be carefully considered and responses to these comments will undergo a rigorous preparation, review, and vetting process through ADOT and FHWA as we advance the project through the NEPA process. We anticipate completion of this effort in 2014. Based on our current schedule, after publication of the Final Environmental Impact Statement (FEIS), the document will be subject to a 60-day public review. A Record of Decision on the proposed project would follow.

We appreciate the involvement of the Salt River Pima-Maricopa Indian Community on this project and look forward to continuing our partnership with the Community.

Sincerely,
Karla S. Petty

Karla S. Petty
Division Administrator

cc:
Rebecca Yedlin, Chaun Hill (EM02), Ralph Ellis (EM02), Ben Spargo, HDR Engineering, Inc. 3200 E. Camelback Rd., Suite 350, Phoenix, AZ 85018



ARIZONA DIVISION

4000 North Central Avenue
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August 15, 2013

In Reply Refer To:
NH-202-D(ADY)
HOP-AZ

NH-202-D(ADY)
TRACS No. 202L MA 054 H5764 01L
South Mountain Freeway (Loop 202)
Receipt of Comments on the South Mountain DEIS

Ms. Joyce Francis, Habitat Branch Chief
The State of Arizona
Game and Fish Department
5000 West Carefree Highway
Phoenix, Arizona 85007

RE: Comments on the Draft Environmental Impact Statement for the South Mountain Freeway (Loop 202), I-10 (Papago Freeway) to I-10 (Maricopa Freeway),
TRACS No. 202L MA 054 H5764 01L, Federal Project No. NH-202-D(ADY)

Dear Ms. Francis:

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) have received your July 24, 2013, comments on the South Mountain (Loop 202), I-10 (Papago Freeway) to I-10 (Maricopa Freeway) Draft Environmental Impact Statement (DEIS).

With the closing of the DEIS public comment period on July 24, 2013, we will now begin addressing the comments received. As required by the National Environmental Policy Act (NEPA), all comments on the DEIS will be carefully considered and responses to these comments will undergo a rigorous preparation, review, and vetting process through ADOT and FHWA as we advance the project through the NEPA process. We anticipate completion of this effort in 2014. Based on our current schedule, after publication of the Final Environmental Impact Statement (FEIS), the document will be subject to a 60-day public review. A Record of Decision on the proposed project would follow.

We appreciate the involvement of the State of Arizona Game and Fish Department on this project and look forward to continuing our partnership with the Department.

Sincerely,
Karla S. Pett

Karla S. Petty
Division Administrator

cc:
Rebecca Yedlin, Chaun Hill (EM02), Ralph Ellis (EM02), Ben Spargo, HDR Engineering, Inc. 3200 E. Camelback Rd., Suite 350, Phoenix, AZ 85018



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November 1, 2013

In Reply Refer To:
NH-202-D(ADY)
HOP-AZ

NH-202-D(ADY)
TRACS No. 202L MA 054 H5764 01L
South Mountain Freeway (Loop 202)
PM₁₀ Hotspot Analysis

HDR
RECEIVED

NOV 04 2013

PROJ: _____
FILE: _____
DIST: _____

Mr. Jared Blumenfeld
United States Environmental Protection Agency
Office of the Regional Administration
Region IX
75 Hawthorne Street
San Francisco, CA 94105-3901

RE: Request to review the PM₁₀ Hotspot Modeling Protocol for the South Mountain Freeway (Loop 202), I-10 (Papago Freeway) to I-10 (Maricopa Freeway),
TRACS No. 202L MA 054 H5764 01L, Federal Project No. NH-202-D(ADY)

Dear Mr. Blumenfeld:

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) received your July 23, 2013 comments on the South Mountain (Loop 202), I-10 (Papago Freeway) to I-10 (Maricopa Freeway) Draft Environmental Impact Statement (DEIS). One of the major comments received requested completion of an assessment of potential PM₁₀ hotspot impacts.

The project team drafted the PM₁₀ modeling framework or protocol, updated with new traffic estimates based on the 2010 Census. It was reviewed and approved by the air quality specialists within ADOT, Arizona Department of Environmental Quality, and FHWA.

FHWA now requests the Environmental Protection Agency (EPA) review the protocol and let us know if you have any comments. We would appreciate any comments you have submitted to us by November 15, 2013.

We appreciate the involvement of the EPA Region IX Office on this project and look forward to continuing our partnership. Please submit your comments to Rebecca Yedlin, FHWA

Environmental Coordinator, 4000 N. Central Ave., Suite 1500, Phoenix, AZ 85012; or
Rebecca.Yedlin@dot.gov. If you have any questions, contact Rebecca at 602-382-8979.

Sincerely,

Rebecca Yedlin

Karla S. Petty
Division Administrator

Enclosure

cc:

Colleen McKaughan, USEPA Region 9, mckaughan.colleen@epa.gov

Clifton Meek, USEPA Region 9, 75 Hawthorne St., San Francisco, CA 94105

Ben Spargo, HDR Engineering, Inc., 3200 E. Camelback Rd., Suite 350, Phoenix, AZ 85018

Darcy Anderson (EM02)

Brent Cain (EM01)

Jeff Houk

Rebecca Yedlin

RYedlin:cdm

November 1, 2013

South Mountain Freeway DEIS PM₁₀ Quantitative Hotspot Analysis Protocol

Project Description

The proposed South Mountain Transportation Corridor (SMTc) will link the Interstate 10 (I-10) corridor west of Phoenix to the I-10 corridor south of Phoenix and consists of three north-south alternative alignments that will connect with an east-west alignment adjacent to the Ahwatukee Foothills. The proposed freeway would serve to provide additional access to I-10 and other Valley locations for residents in the southwest Valley, ease congestion on arterial streets in the southwest Valley and provide a direct link between I-10 to the south and I-10 to the west. The roadway would consist of a divided 8-lane roadway (6 general-purpose lanes and 2 high-occupancy vehicle lanes) with grade-separated interchanges.

The South Mountain Freeway Draft EIS included a qualitative evaluation for PM₁₀. This analysis was conducted for NEPA purposes for the development of the DEIS (a formal draft conformity determination is not required until the FEIS). In March 2006, EPA and FHWA issued a joint guidance document on performing qualitative hotspot analyses in PM_{2.5} and PM₁₀ nonattainment and maintenance areas. Projects that are of "air quality concern" as defined by 40 C.F.R. § 93.123(b)(1) require a hot-spot analysis. The proposed action is such a project. In December 2010, EPA established transportation conformity guidance for performing quantitative PM_{2.5} and PM₁₀ hot-spot analyses for transportation projects and established a 2-year grace period. EPA conformity guidance continues to allow qualitative PM₁₀ hot-spot conformity analyses for analyses that were started before or during the grace period and if the final environmental document for the project is issued no more than 3 years after issuance of the draft environmental document [40 C.F.R. § 93.111(c)]. A PM₁₀ qualitative analysis was performed for this project because the initial air quality technical analysis report was produced in October of 2005. Although the qualitative hotspot analysis would be sufficient under the conformity grace period guidance, the Arizona Department of Transportation (ADOT) plans to update the qualitative analysis to a quantitative analysis for the FEIS to ensure that a state-of-the-art analysis is completed for the proposed project.

Process to Determine Project of Air Quality Concern

Determining whether a project is of air quality concern and requires a PM₁₀ quantitative hot-spot analysis is based on the ADOT Checklist for Project Level Conformity – Particulate Matter Nonattainment Area Screening Process. The following sections address the multiple criteria for determining the need for quantification. These criteria are consistent with those listed in the conformity regulations (40 CFR 93.123(a)).